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Part IV

Department of Transportation

Urban Mass Transportation Administration

Urbanized Area Formula Apportionments

DEPARTMENT OF TRANSPORTATION

Urban Mass Transportation Administration

Urbanized Area Formula Apportionments

AGENCY: Urban Mass Transportation Administration, DOT.

ACTION: Notice.

SUMMARY: This notice: 1. Describes the formula apportionment mechanism of Section 5 of the Urban Mass Transportation Act of 1964, as amended.

2. Presents uniform terms for the subcategories of the Section 5 program.

3. Provides the complete, final and official apportionment under Section 5 for fiscal year 1979. A partial apportionment was published in the **Federal Register** of December 18, 1978, Part III (43FR58935), along with reporting requirements for fixed guideway and commuter rail data necessary to determine the complete apportionment. Revisions to these materials were published in the **Federal Register** on January 4, 1979 (44FR1238), January 22, 1979 (44FR4493), and May 3, 1979 (44FR26050). The apportionment presented here includes these values, and includes additional apportioned amounts which could not be published in the December 18, 1978 **Federal Register** due to a lack of data. The apportionments presented here are in the format of the new uniform terms mentioned above.

FOR FURTHER INFORMATION CONTACT: John Barber, Office of Program Analysis, UMTA, 400 Seventh Street, S.W., Washington, D.C. 20590. Phone 202-472-7100.

SUPPLEMENTARY INFORMATION:

I. Background

A program of federal assistance to urban mass transportation systems through grants on a formula basis for capital and operating assistance was enacted November 26, 1974 as Section 5 of the Urban Mass Transportation Act of 1964, as amended (UMT Act). An aggregate amount of $3,975 million was authorized for this program for fiscal years 1975 through 1980. The Surface Transportation Assistance Act of 1978 (STAA) authorized $6,525 million for Section 5 for fiscal years 1979 through 1982 of which a total of $1,515 million is authorized for fiscal year 1979. The Department of Transportation and Related Agencies Appropriations Act of 1979 (Pub. L. 95-335) appropriates $1,375 million for apportionment in fiscal year 1979.

The authorization and fiscal year 1979 appropriations legislations differed with regard to funds for fixed guideway and commuter rail expenses. The STAA provided for the distribution of funds for fixed guideway and commuter rail capital and operating purposes, while the fiscal year 1979 appropriations legislation, enacted prior to the enactment of the STAA, provided funds for rail service operating payments. In order to administer the program it was necessary to determine the appropriate method of distribution of funds consonant with these legislative instructions. In considering the content and history of the authorization and appropriations legislation, the Department of Transportation decided that the intent of Congress in the appropriations legislation was to make these funds available for commuter rail operating expenses. Using the guidance available from the authorization, the Department determined that funds should be apportioned on the basis of commuter rail operating characteristics included in Section 5(a)(3) of that legislation. Due to the uncertainty surrounding the issue, the Chairman and several members of the House Committee on Public Works and Transportation requested that the Comptroller General of the United States review the situation and provide an opinion. The Comptroller General found that it could not object to the Department's proposed course of action. (See B-175155, July 25, 1979). Consequently, the Department is proceeding with the distribution of funds for commuter rail operating expenses for fiscal year 1979.

II. Previous Apportionment Mechanism

The legislation in effect from fiscal years 1975 through 1978, Section 5(b)(1) of the Urban Mass Transportation Act of 1964, as amended, directed the Secretary of Transportation to apportion authorized funds "on the basis of a population and population density formula" as follows:

A. One-half of the funds apportioned according to population. Each urbanized area's share is proportional to the ratio of that area's population to the total population of all urbanized areas.

B. The other half of the funds are apportioned according to the product of population and population density. Each urbanized area's share is proportional to the ratio of the product of population and population density for that area to the total of the products of population and population density for all the urbanized areas.

III. New Apportionment Mechanism

The Surface Transportation Assistance Act of 1978 changed the formula for the operating assistance program. Section 5(a) of the UMT Act, as amended, (the "Act") directs the Secretary to apportion the funds appropriated to the urbanized areas on the basis of several factors. These factors, and the amounts attributable to each in fiscal year 1979, are as follows:

A. Under paragraph (a)(1) of Section 5 of the UMT Act, $850 million is to be apportioned among all the urbanized areas on the basis of their populations and population densities. These funds are available for capital or operating purposes, are apportioned by population and population density as in the previous legislation, and are referred to in the new uniform terms as the "First Tier" or "Tier I." Interim apportionments of these funds were presented in the **Federal Register** of December 18, 1978 (43FR58935), with modifications presented in the **Federal Register** of January 4, 1979 (44FR1238).

B. Under paragraph (a)(2) of Section 5 of the UMT Act, $150 million is to be apportioned on the basis of population and population density. These funds are referred to in the new uniform terms as the "Second Tier" or "Tier II," and interim apportionemts were included in the **Federal Register** of December 18, 1978 (43FR58935), with modifications presented in the **Federal Register** of January 4, 1979 (44FR1238). These funds, which are available for capital or operating purposes, are apportioned as follows:

1. 85% of the funds are apportioned among urbanized areas with populations greater than 750,000. Each such urbanized area's share is determined in a manner identical to that described in III A, with the exception that the population and population density of each such urbanized area is compared to the totals for those urbanized areas over 750,000 population instead of for all urbanized areas in the country.

2. 15% of the funds are apportioned among urbanized areas with populations less than 750,000. Each such urbanized area's share is determined in a manner identical to that described in III A, with the exception that the population and population density of each such urbanized area is compared to the totals for those urbanized areas under 750,000 population instead of for all urbanized areas in the country.

C. Under paragraph (a)(3) of Section 5 of the UMT Act, $75 million is to be apportioned among all the urbanized areas on the bases of their fixed guideway and commuter rail route

mileages and commuter rail train mileages. These funds, including both fixed guideway and commuter rail amounts, are referred to in the new uniform terms as the "Third Tier" or "Tier III," and were not included in the interim apportionment presented in the December 18, 1978 Federal Register or the modifications in the January 4, 1979 Federal Register. Data used to determine these apportionments are supplied by the Metropolitan Planning Organizations of the urbanized areas, pursuant to the reporting requirements presented in the Federal Register of December 18, 1978 (43FR58935), with modifications presented in the Federal Registers of January 22, 1979 (44FR4493) and May 3, 1979 (44FR26050). In future years, full amounts apportioned to each urbanized area under Tier III are expected to be available for capital and operating expenses related to both fixed guideway and commuter rail systems.

Because of restrictions in fiscal year 1979 Appropriations Act (Pub. L. 95–335), as discussed above, in fiscal year 1979 these funds are available only for operating expenses and deferred maintenance associated with commuter rail systems and are apportioned on the bases of commuter rail train and route miles. These funds are not available in fiscal yer 1979 for operating support for other rail modes such as rapid rail or light rail, for fixed guideway systems such as busways, or for capitl expenditures for any type system. No single eligible state's portion of an urbanized area shall receive more than 30% nor less than ½ of 1% of these funds. The following apportionment mechanism applies for fiscal year 1979:

1. One half of the total appropriation is apportioned according to commuter rail route miles. Each eligible urbanized area's share is proportional to the ratio of the commuter rail route miles within or serving the area to the total of all such commuter rail route miles within or serving all the urbanized areas.

2. One half of the total approporiation is apportioned according to commuter rail train miles. Each eligible urbanized area's share is proportional to the ratio of the commuter rail train miles operated within or serving the area to the total of all such commuter rail train miles operated within or serving all the urbanized areas.

The following apportionment mechansism will be applied in fiscal years 1980, 1981, and 1982: 1. Two thirds of the appropriation is to be apportioned based upon the commuter rail service serving each urbanized area. No single eligible state's portion of an urbanized area shall receive more than 30% nor less than ½ of 1% of the amount apportioned under this subcategory. The funds are apportioned as follows:

a. One half of this amount is to be apportioned according to comuter rail route miles. Each eligible urbanized area's share is proportional to the ratio of the commuter rail route miles within or serving the area to the total of all such commuter rail route miles within or serving all the urbanized areas.

b. One half of this amount is to be approtioned according to commuter rail train miles. Each eligible urbanized area's share is proportional to the ratio of the commuter rail train miles operated within or serving the area to the total of all such commuter rail train miles operated within or serving all the urbanized areas.

2. The remainder of the amount appropriated is to be apportioned according to the number of fixed guideway route miles in each urbanized area. Each eligible urbanized area's share is proportional to the ratio of the fixed guideway route miles (excluding commuter rail) within the urbanized area to the total of all such fixed guideway route miles in all the urbanized areas. No single state's portion of an urbanized area shall receive more then 30% of the amount apportioned under this subcategory.

D. Under paragraph (a)(4) of Section 5 of the UMT Act, $300 million is to be apportioned among all the urbanized areas on the basis of their populations and population densities, in the same manner as described in III A above. These funds are available only for the purchase of buses and related equipment, or the construction of bus related facilities. These funds are referred to in the new uniform terms as the "Fourth Tier" or "Tier IV," and were included in the interim apportionment presented in the Federal Register of December 18, 1978 (43FR58935), with modifications presented in the Federal Register of January 4, 1979 (44FR1238).

IV. Apportionment For Fiscal Year 1979

This notice contains the complete, final and official apportionment for fiscal year 1979. Values are presented in the format of the new uniform terms described in III, above. An interim apportionment, containing amounts under Tiers I, II and IV, was published in the Federal Register of December 18, 1978 (43FR58935), and updated in the Federal Register of January 4, 1979 (44FR1238). This notice contains these values, which due to a refinement of calculations have in a few cases experienced minor adjustments. This notice also includes funds apportioned under Tier III, which could not be included in the Federal Register of December 18, 1978 due to the lack of data at the time necessary for their calculation, and due to a difference in interpretation of the Congressional intent of the availability of these funds for fixed guideway and commuter rail purposes. These Third Tier apportionments were determined on the basis of certified data submitted to UMTA by the urbanized areas under reporting requirements set forth in the Federal Register of December 18, 1979 (43FR58935), with modifications presented in the Federal Registers of January 22, 1979 (44FR4493) and May 3, 1979 (44FR26050). The funds shown in this notice will remain available to be granted by UMTA for three fiscal years following fiscal year 1979.

Amounts apportioned to urbanized areas greater than 200,000 in population are available directly to those urbanized areas. Amounts approtioned to urbanized areas under 200,000 in population are available to the Governors of the state(s) in which the urbanized area or a portion of an urbanized area is located. Amounts for these areas are listed under their states, and a state total is shown.

The tables in this notice contain round-off errors for some items of information. In cases of differences, the controlling apportionments will be the urbanized area aggregate for multi-state urbanized areas over 200,000 in population and the state aggregate for urbanized areas under 200,000 in population.

Lillian C. Liburdi,

Acting Deputy Administrator.

September 17, 1979.

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FISCAL YEAR 1979 UMTA SECTION 5 FORMULA APPORTIONMENTS
AMOUNTS APPORTIONED TO URBANIZED AREAS OVER 200,000 POPULATION (DOLLARS)

	APPORTIONMENT BASIS			
	Tier I	Tier II	Tier III	Tier IV
	Operating and Capital Support	Operating and Capital Support	Commuter Rail Operating Support	Bus Capital Support
URBANIZED AREA	Sect. 5 (a) (1)	Sect. 5 (a) (2)	Sect. 5 (a) (3)	Sect. 5 (a) (4)
Akron, Ohio	3,157,719	274,689		1,114,489
Albany—Schenectady—Troy, New York	3,070,930	272,278		1,083,858
Albuquerque, New Mexico	1,713,082	148,649		604,617
Allentown—Bethlehem—Easton, PA—NJ	2,439,889	219,191	559,765	861,137
(Part: New Jersey)	171,952	15,500	559,765	60,689
(Part: Pennsylvania)	2,267,937	203,692		800,448
Atlanta, Georgia	6,852,606	1,512,998		2,418,567
Aurora—Elgin, Illinois	1,429,488	125,942	503,332	504,525
Austin, Texas	1,634,865	144,270		577,011
Baltimore, Maryland	12,551,158	2,697,131	576,916	4,429,820
Baton Rouge, Louisiana	1,512,737	132,905		533,907
Birmingham, Alabama	3,158,174	272,834		1,114,650
Boston, Massachusetts	18,501,007	4,017,913	4,530,908	6,529,767
Bridgeport, Connecticut	2,444,918	213,539	357,120	862,912
Buffalo, New York	8,615,771	1,851,732		3,040,860
Canton, Ohio	1,527,163	135,113		538,999
Charleston, South Carolina	1,255,955	107,701		443,282
Charlotte, North Carolina	1,620,861	140,884		572,068
Chattanooga, Tennessee—Georgia	1,154,109	97,262		407,332
(Part: Georgia)	151,095	12,774		53,328
(Part: Tennessee)	1,003,014	84,489		354,005
Chicago, Illinois, Northwestern Indiana	54,249,398	11,642,898	15,606,770	19,146,846
(Part: Illinois)	51,264,445	10,981,426	14,199,338	18,093,333
(Part: Indiana)	2,984,953	661,472	1,407,431	1,053,513
Cincinnati, Ohio—Kentucky	7,088,076	1,551,621		2,501,674
(Part: Kentucky)	1,186,476	261,172		418,756
(Part: Ohio)	5,901,599	1,290,449		2,082,917
Cleveland, Ohio	12,028,422	2,642,911		4,245,325
Colorado Springs, Colorado	1,121,182	96,034		395,711
Columbia, South Carolina	1,337,774	114,903		472,161
Columbus, Georgia—Alabama	1,085,609	91,700		383,156
(Part: Alabama)	117,254,	9,563		41,384
(Part: Georgia)	968,355	82,138		341,772
Columbus, Ohio	5,080,395	1,111,353		1,793,080
Corpus Christi, Texas	1,045,974	86,883		369,167
Dallas, Texas	6,992,046	1,562,296		2,467,781
Davenport—Rock Island—Moline, IA—IL	1,450,842	124,128		512,062
(Part: Illinois)	806,527	70,011		284,656
(Part: Iowa)	644,315	54,116		227,405
Dayton, Ohio	4,226,022	372,651		1,491,537
Denver, Colorado	6,925,190	1,511,053		2,444,185
Des Moines, Iowa	1,416,384	121,674		499,900
Detroit, Michigan	29,638,846	6,400,403	552,299	10,460,769
El Paso, Texas	2,010,170	175,866		709,472
Flint, Michigan	2,139,106	190,750		754,798
Fort Lauderdale—Hollywood, Florida	3,692,036	323,758		1,303,072
Fort Wayne, Indiana	1,427,450	126,682		503,806
Fort Worth, Texas	3,371,399	281,163		1,189,906
Fresno, California	1,680,358	149,397		593,068
Grand Rapids, Michigan	1,973,395	169,987		696,492

FISCAL YEAR 1979 UMTA SECTION 5 FORMULA APPORTIONMENTS
AMOUNTS APPORTIONED TO URBANIZED AREAS OVER 200,000 POPULATION (DOLLARS)
(Continued)

	APPORTIONMENT BASIS			
	Tier I	Tier II	Tier III	Tier IV
	Operating and Capital Support	Operating and Capital Support	Commuter Rail Operating Support	Bus Capital Support
URBANIZED AREA	Sect. 5 (a) (1)	Sect. 5 (a) (2)	Sect. 5 (a) (3)	Sect. 5 (a) (4)
Harrisburg, Pennsylvania	1,485,556	131,043		524,314
Hartford, Connecticut	3,069,066	274,752		1,083,200
Honolulu, Hawaii	3,029,588	273,284		1,069,266
Houston, Texas	10,417,733	2,286,455		3,676,847
Indianapolis, Indiana	4,403,173	980,874		1,554,061
Jacksonville, Florida	2,545,016	209,937		898,241
Kansas City, Missouri—Kansas	5,993,314	1,333,187		2,115,287
(Part: Kansas)	2,007,476	444,099		708,521
(Part: Missouri)	3,985,838	889,088		1,406,766
Lansing, Michigan	1,427,466	126,145		503,812
Las Vegas, Nevada	1,229,382	103,790		433,900
Lawrence—Haverhill, MA—NH	1,113,758	95,787		393,091
(Part: Massachusetts)	1,030,258	88,957		363,620
(Part: New Hampshire)	83,501	6,830		29,471
Little Rock—North Little Rock, Arkansas	1,230,777	105,690		434,392
Los Angeles—Long Beach, California	67,881,147	14,561,930	916,013	23,958,051
Louisville, Kentucky—Indiana	4,848,471	433,454		1,711,225
(Part: Indiana)	490,469	43,016		173,107
(Part: Kentucky)	4,358,003	390,438		1,538,119
Madison, Wisconsin	1,252,524	110,180		442,067
Memphis, Tennessee—Mississippi	4,285,501	381,827		1,512,530
(Part: Mississippi)	56,028	4,961		19,774
(Part: Tennessee)	4,229,473	376,866		1,492,755
Miami, Florida	9,276,823	2,000,284		3,274,173
Milwaukee, Wisconsin	7,370,670	1,626,211		2,601,413
Minneapolis—St. Paul, Minnesota	9,463,425	2,100,499		3,340,032
Mobile, Alabama	1,244,159	102,764		439,115
Nashville—Davidson, Tennessee	2,075,978	169,200		732,698
New Haven, Connecticut	2,202,671	195,373	357,120	777,413
New Orleans, Louisiana	7,744,940	1,662,610		2,733,508
Newport News—Hampton, Virginia	1,374,453	115,584		485,101
New York, N.Y., Northeastern, New Jersey	151,121,410	32,107,851	29,508,547	53,336,965
(Part: New Jersey)	30,223,057	6,629,310	9,293,093	10,666,961
(Part: New York)	120,898,348	25,478,541	20,215,454	42,670,004
Norfolk—Portsmouth, Virginia	3,635,666	310,879		1,283,176
Oklahoma City, Oklahoma	2,888,544	240,920		1,019,486
Omaha, Nebraska—Iowa	3,112,233	276,101		1,098,435
(Part: Iowa)	305,486	25,040		107,818
(Part: Nebraska)	2,806,748	251,061		990,617
Orlando, Florida	1,684,634	144,568		594,577
Oxnard—Ventura—Thousand Oaks, California	1,322,277	112,865		466,686
Peoria, Illinois	1,361,941	116,856		480,685
Philadelphia, Pennsylvania—New Jersey	32,810,617	7,036,539	11,733,133	11,580,218
(Part: New Jersey	4,657,968	1,021,515	1,012,382	1,643,989
(Part: Pennsylvania)	28,152,649	6,015,023	10,720,751	9,936,229
Phoenix, Arizona	4,691,820	1,043,784		1,655,936
Pittsburgh, Pennsylvania	11,429,704	2,509,237	768,391	4,034,013
Portland, Oregon—Washington	5,105,340	1,120,854		1,801,885
(Part: Oregon)	4,703,373	1,031,532		1,660,014
(Part: Washington)	401,967	89,321		141,871

FISCAL YEAR 1979 UMTA SECTION 5 FORMULA APPORTIONMENTS
AMOUNTS APPORTIONED TO URBANIZED AREAS OVER 200,000 POPULATION (DOLLARS)
(Continued)

	APPORTIONMENT BASIS			
	Tier I	Tier II	Tier III	Tier IV
	Operating and Capital Support	Operating and Capital Support	Commuter Rail Operating Support	Bus Capital Support
URBANIZED AREA	Sect. 5 (a) (1)	Sect. 5 (a) (2)	Sect. 5 (a) (3)	Sect. 5 (a) (4)
Providence—Pawtucket—Warwick, RI—MA	5,037,340	1,103,497	750,000	1,777,885
(Part: Massachusetts)	343,822	76,842	375,000	121,349
(Part: Rhode Island)	4,693,517	1,026,655	375,000	1,656,535
Richmond, Virginia	2,501,293	219,250		882,809
Rochester, New York	4,265,224	387,414		1,505,373
Rockford, Illinois	1,326,889	118,160		468,314
Sacramento, California	3,692,514	320,458		1,303,240
Salt Lake City, Utah	2,761,058	239,593		974,491
San Antonio, Texas	5,033,251	1,099,714		1,776,442
San Bernadino—Riverside, California	2,996,191	252,111		1,057,479
San Diego, California	7,474,834	1,639,831	956,709	2,638,177
San Francisco—Oakland, California	21,870,026	4,730,315	872,920	7,718,832
San Jose, California	6,888,691	1,500,937	490,598	2,431,303
San Juan, Puerto Rico	8,568,697	1,807,703		3,024,246
Scranton, Pennsylvania	1,082,448	91,906		382,040
Seattle—Everett, Washington	7,559,746	1,661,870		2,668,146
Shreveport, Louisiana	1,327,762	114,714		468,622
South Bend, Indiana—Michigan	1,714,112	149,864		604,981
(Part: Indiana)	1,594,652	139,832		562,818
(Part: Michigan)	119,460	10,032		42,162
Spokane, Washington	1,392,811	122,377		491,580
Springfield—Chicopee—Holyoke, MA—CN	2,765,759	235,756		976,150
(Part: Connecticut)	326,912	28,192		115,381
(Part: Massachusetts)	2,438,847	207,564		860,770
St. Louis, Missouri—Illinois	13,290,875	2,883,466		4,690,897
(Part: Illinois)	1,759,873	390,296		621,132
(Part: Missouri)	11,531,002	2,493,169		4,069,765
St. Petersburg, Florida	3,061,436	270,176		1,080,507
Syracuse, New York	2,596,744	234,615		916,498
Tacoma, Washington	1,910,418	165,672		674,265
Tampa, Florida	2,196,438	192,162		775,213
Toledo, Ohio—Michigan	2,957,089	259,785		1,043,678
(Part: Michigan)	54,635	4,446		19,283
(Part: Ohio)	2,902,453	255,339		1,024,395
Trenton, New Jersey—Pennsylvania	1,959,987	178,300	985,376	691,760
(Part: New Jersey)	1,769,055	161,524	985,376	624,372
(Part: Pennsylvania)	190,932	16,776		67,388
Tucson, Arizona	1,748,218	152,862		617,018
Tulsa, Oklahoma	1,965,345	166,778		693,651
Washington, D.C.—Maryland—Virginia	19,530,925	4,200,043	1,699,212	6,893,268
(Part: Maryland)	6,267,363	1,375,508	1,699,212	2,212,010
(Part: District of Columbia)	8,877,159	1,860,597		3,133,115
(Part: Virginia)	4,386,403	963,937		1,548,142
West Palm Beach, Florida	1,532,587	130,320		540,913
Wichita, Kansas	1,814,338	159,014		640,354
Wilkes—Barre, Pennsylvania	1,302,980	113,487		459,875
Wilmington, Delaware—New Jersey	2,391,406	212,974		844,026
(Part: Delaware)	2,286,067	204,244		806,847
(Part: New Jersey)	105,339	8,730		37,178
Worcester, Massachusetts	1,496,436	131,393		528,154
Youngstown—Warren, Ohio	2,442,410	215,483		862,027

FISCAL YEAR 1979 UMTA SECTION 5 FORMULA APPORTIONMENTS
AMOUNTS APPORTIONED TO GOVERNORS FOR URBANIZED AREAS UNDER 200,000 POPULATION (DOLLARS)

	APPORTIONMENT BASIS			
	Tier I	Tier II	Tier III	Tier IV
	Operating and Capital Support	Operating and Capital Support	Commuter Rail Operating Support	Bus Capital Support
URBANIZED AREA	Sect. 5 (a) (1)	Sect. 5 (a) (2)	Sect. 5 (a) (3)	Sect. 5 (a) (4)
ALABAMA				
Governors Apportionment for				
Alabama	2,822,553	236,117		996,195
Huntsville, Alabama	663,774	53,705		234,273
Montgomery, Alabama	814,998	71,034		287,646
Tuscaloosa, Alabama	446,957	37,756		157,750
Gadsden, Alabama	308,760	25,040		108,974
Florence, Alabama	301,853	24,885		106,536
Anniston, Alabama	286,211	23,697		101,016
ALASKA				
Governors Apportionment for				
Alaska	583,169	49,419		205,824
Anchorage, Alaska	583,169	49,419		205,824
ARIZONA				
Governors Apportionment for				
Arizona				
ARKANSAS				
Governors Apportionment for				
Alkansas	823,371	69,824		290,602
Fort Smith, Arkansas—Oklahoma	337,412	27,434		119,086
Pine Buff, Arkansas	368,222	32,328		129,961
Texarkana, Texas—Arkansas	117,738	10,062		41,554
CALIFORNIA				
Govenors Apportionment for				
California	6,165,463	544,570		2,176,046
Bakersfield, California	1,088,350	96,033		384,124
Stockton, California	1,039,437	92,695		366,860
Santa Barbara, California	849,159	75,881		299,703
Modesto, California	656,772	57,976		231,802
Seaside—Monterey, California	640,775	57,837		226,156
Santa Rosa, California	390,853	33,018		137,948
Santa Cruz, California	395,420	33,678		139,560
Salinas, California	444,995	40,455		157,057
Antioch-Pittsburg, California	346,910	30,183		122,439
Simi Valley, California	312,793	26,816		110,398
COLORADO				
Governors Apportionment for				
Colorado	1,187,380	107,288		419,075
Pueblo, Colorado	656,175	58,260		231,591
Boulder, Colorado	531,204	49,028		187,484
CONNECTICUT				
Governors Apportionment for				
Connecticut	5,283,109	453,635	1,428,480	1,864,627
Stamford, Connecticut	1,074,072	93,399	357,120	379,084

FISCAL YEAR 1979 UMTA SECTION 5 FORMULA APPORTIONMENTS
AMOUNTS APPORTIONED TO GOVERNORS FOR URBANIZED AREAS UNDER 200,000 POPULATION (DOLLARS)
(Continued)

	APPORTIONMENT BASIS			
	Tier I	Tier II	Tier III	Tier IV
	Operating and Capital Support	Operating and Capital Support	Commuter Rail Operating Support	Bus Capital Support
URBANIZED AREA	Sect. 5 (a) (1)	Sect. 5 (a) (2)	Sect. 5 (a) (3)	Sect. 5 (a) (4)
CONNECTICUT—*(Continued)*				
Waterbury, Connecticut	906,997	78,765	357,120	320,116
New London—Norwich, Connecticut	709,510	59,586		250,415
New Britain, Connecticut	843,522	75,074		297,714
Norwalk, Connecticut	611,848	53,033	357,120	215,946
Meriden, Connecticut	463,252	37,958		163,501
Bristol, Connecticut	370,716	31,253		130,841
Danbury, Connecticut	303,192	24,568	357,120	107,009
DELAWARE				
Governors Apportionment for Delaware				
DISTRICT OF COLUMBIA				
Governors Apportionment for Dist. of Columbia				
FLORIDA				
Governors Apportionment for Florida	4,769,603	403,562		1,683,389
Melbourne—Cocoa, Florida	886,218	73,783		312,783
Sarasota—Bradenton, Florida	850,436	71,354		300,154
Pensacola, Florida	946,357	81,832		334,008
Daytona Beach, Florida	538,111	43,990		189,922
Tallahassee, Florida	449,177	38,994		158,533
Gainesville, Florida	386,628	33,276		136,457
Fort Myers, Florida	337,343	27,960		119,062
Lakeland, Florida	375,332	32,374		132,470
GEORGIA				
Governors Apportionment for Georgia	2,833,584	245,493		1,000,088
Savannah, Georgia	936,656	81,137		330,584
Augusta, Georgia—South Carolina	748,659	65,364		264,232
Macon, Georgia	725,926	62,739		256,209
Albany, Georgia	422,344	36,253		149,062
HAWAII				
Governors Apportionment for Hawaii				
IDAHO				
Governors Apportionment for Idaho	512,779	44,974		180,981
Boise, Idaho	512,779	44,974		180,981
ILLINOIS				
Governors Apportionment for Illinois	4,135,207	368,000	413,954	1,459,485
Joliet, Illinois	926,383	81,050	413,954	326,959

FISCAL YEAR 1979 UMTA SECTION 5 FORMULA APPORTIONMENTS
AMOUNTS APPORTIONED TO GOVERNORS FOR URBANIZED AREAS UNDER 200,000 POPULATION (DOLLARS)
(Continued)

	APPORTIONMENT BASIS			
	Tier I	Tier II	Tier III	Tier IV
	Operating and Capital Support	Operating and Capital Support	Commuter Rail Operating Support	Bus Capital Support
URBANIZED AREA	Sect. 5 (a) (1)	Sect. 5 (a) (2)	Sect. 5 (a) (3)	Sect. 5 (a) (4)
ILLINOIS—*(Continued)*				
Springfield, Illinois	801,791	71,864		282,985
Champaign—Urbana, Illinois	831,471	77,614		293,460
Decatur, Illinois	581,119	50,576		205,101
Alton, Illinois	528,816	45,367		186,641
Bloomington—Normal, Illinois	453,391	40,502		160,020
Dubuque, Iowa—Illinois	12,237	1,027		4,319
INDIANA				
Governors Apportionment for				
Indiana	2,987,403	264,830		1,054,378
Evansville, Indiana	934,761	83,577		329,916
Muncie, Indiana	606,937	54,525		214,213
Terre Haute, Indiana	463,141	40,127		163,462
Anderson, Indiana	412,644	34,680		145,639
Lafayette—West Lafayette, Indiana	569,921	51,920		201,148
IOWA				
Governors Apportionment for				
Iowa	2,096,934	178,092		740,094
Cedar Rapids, Iowa	705,971	60,087		249,166
Waterloo, Iowa	554,200	46,019		195,600
Sioux City, Iowa—Nebraska—South Dakota	423,859	35,094		149,597
Dubuque, Iowa—Illinois	412,904	36,892		145,731
KANSAS				
Governors Apportionment for				
Kansas	754,950	65,222		266,453
Topeka, Kansas	749,535	64,795		264,542
St. Joseph, Missouri—Kansas	5,415	427		1,911
KENTUCKY				
Governors Apportionment for				
Kentucky	1,860,659	166,859		656,704
Huntington—Ashland, WV—KY—OH	282,097	23,940		99,564
Lexington, Kentucky	1,113,571	100,832		393,025
Clarksville, Kentucky—Tennessee	72,457	6,159		25,573
Owensboro, Kentucky	392,534	35,929		138,541
LOUISIANA				
Governors Apportionment for				
Louisiana	1,908,525	165,161		673,597
Monroe, Louisiana	494,628	42,338		174,574
Lake Charles, Louisiana	511,006	44,400		180,355
Lafayette, Louisiana	490,349	43,369		173,064
Alexandria, Louisiana	412,541	35,054		145,603
MAINE				
Governors Apportionment for				
Maine	832,255	68,823		293,737
Portland, Maine	550,072	46,353		194,143
Lewiston—Auburn, Maine	282,183	22,470		99,594

FISCAL YEAR 1979 UMTA SECTION 5 FORMULA APPORTIONMENTS
AMOUNTS APPORTIONED TO GOVERNORS FOR URBANIZED AREAS UNDER 200,000 POPULATION (DOLLARS)
(Continued)

	APPORTIONMENT BASIS			
	Tier I	Tier II	Tier III	Tier IV
	Operating and Capital Support	Operating and Capital Support	Commuter Rail Operating Support	Bus Capital Support
URBANIZED AREA	Sect. 5 (a) (1)	Sect. 5 (a) (2)	Sect. 5 (a) (3)	Sect. 5 (a) (4)
MARYLAND				
Governors Apportionment for				
Maryland				
MASSACHUSETTS				
Governors Apportionment for				
Massachusetts	4,395,030	385,530	750,000	1,551,187
Lowell, Massachusetts	1,107,119	97,249	375,000	390,748
Brockton, Massachusetts	887,770	77,693	375,000	313,330
Fall River, Massachusetts—Rhode Island	812,670	72,708		286,825
New Bedford, Massachusetts	929,257	84,076		327,973
Fitchburg—Leominister, Massachusetts	359,695	29,273		126,951
Pittsfield, Massachusetts	298,519	24,531		105,360
MICHIGAN				
Governors Apportionment for				
Michigan	4,897,146	428,888		1,728,404
Ann Arbor, Michigan	1,242,136	112,392		438,401
Kalamazoo, Michigan	806,160	68,448		284,527
Saginaw, Michigan	951,830	84,796		335,940
Muskegon—Muskegon Hgts., Michigan	555,393	47,039		196,021
Jackson, Michigan	423,492	36,121		149,468
Bay City, Michigan	475,760	41,844		167,915
Battle Creek, Michigan	442,374	38,248		156,132
MINNESOTA				
Governors Apportionment for				
Minnesota	1,406,298	121,371		496,340
Duluth—Superior, MN—WI	496,770	40,696		175,330
Fargo—Moorhead, ND—MN	205,681	18,306		72,593
La Crosse, Wisconsin—Minnesota	14,793	1,212		5,221
Rochester, Minnesota	381,551	34,308		134,665
St. Cloud, Minnesota	307,502	26,849		108,530
MISSISSIPPI				
Governors Apportionment for				
Mississippi	1,726,864	148,375		609,481
Jackson, Mississippi	1,099,909	95,557		388,203
Biloxi—Gulfport, Mississippi	626,955	52,819		221,278
MISSOURI				
Governors Apportionment for				
Missouri	1,333,929	112,654		470,798
Springfield, Missouri	627,093	52,866		221,327
St. Joseph, Missouri	427,259	36,857		150,797
Columbia, Missouri	279,577	22,931		98,674
MONTANA				
Governors Apportionment for				
Montana	861,750	75,712		304,147
Billings, Montana	412,961	35,897		145,751
Great Falls, Montana	448,788	39,815		158,396

FISCAL YEAR 1979 UMTA SECTION 5 FORMULA APPORTIONMENTS
AMOUNTS APPORTIONED TO GOVERNORS FOR URBANIZED AREAS UNDER 200,000 POPULATION (DOLLARS)
(Continued)

	APPORTIONMENT BASIS			
	Tier I	Tier II	Tier III	Tier IV
	Operating and Capital Support	Operating and Capital Support	Commuter Rail Operating Support	Bus Capital Support
URBANIZED AREA	Sect. 5 (a) (1)	Sect. 5 (a) (2)	Sect. 5 (a) (3)	Sect. 5 (a) (4)
NEBRASKA				
Governors Apportionment for				
Nebraska	970,269	85,077		342,448
Lincoln, Nebraska	929,939	81,691		328,214
Sioux City, Iowa—Nebraska—South Dakota	40,331	3,386		14,234
NEVADA				
Governols Apportionment for				
Nevada	579,169	50,365		204,412
Reno, Nevada	579,169	50,365		204,412
NEW HAMPSHIRE				
Governors Apportionment for				
New Hampshire	843,626	72,008		297,750
Manchester, New Hampshire	534,058	46,042		188,491
Nashua, New Hampshire	309,567	25,966		109,259
NEW JERSEY				
Governors Apportionment for				
New Jersey	1,013,418	84,005	633,469	357,677
Atlantic City, New Jersey	701,263	59,327	633,469	247,504
Vineland—Millville, New Jersey	312,156	24,678		110,173
NEW MEXICO				
Governors Appportionment for				
New Mexico				
NEW YORK				
Governors Apportionment for				
New York	3,046,115	264,897	48,968	1,075,100
Utica—Rome, New York	1,010,042	87,025		356,485
Binghamton, New York	1,050,256	93,015		370,678
Poughkeepsie, New York	526,374	44,276	48,968	185,779
Elmira, New York	459,445	40,580		162,157
NORTH CAROLINA				
Governors Apportionment for				
North Carolina	5,799,284	493,204		2,046,806
Fayetteville, North Carolina	873,284	74,567		308,218
Raleigh, North Carolina	818,555	69,765		288,902
Greensboro, North Carolina	861,964	74,473		304,222
Winston—Salem, North Carolina	766,391	65,319		270,491
Durham, North Carolina	557,710	47,906		196,839
Gastonia, North Carolina	464,399	38,546		163,906
High Point, North Carolina	473,083	39,633		166,970
Asheville, North Carolina	372,786	31,388		131,572
Burlington, North Carolina	310,984	26,252		109,759
Wilmington, North Carolina	300,127	25,355		105,927

FISCAL YEAR 1979 UMTA SECTION 5 FORMULA APPORTIONMENTS
AMOUNTS APPORTIONED TO GOVERNORS FOR URBANIZED AREAS UNDER 200,000 POPULATION (DOLLARS)
(Continued)

	APPORTIONMENT BASIS			
	Tier I	Tier II	Tier III	Tier IV
	Operating and Capital Support	Operating and Capital Support	Commuter Rail Operating Support	Bus Capital Support
URBANIZED AREA	Sect. 5 (a) (1)	Sect. 5 (a) (2)	Sect. 5 (a) (3)	Sect. 5 (a) (4)
NORTH DAKOTA				
Governors Apportionment for				
North Dakota	363,720	32,771		128,372
Fargo—Moorhead, ND—MN	363,720	32,771		128,372
OHIO				
Governors Apportionment for				
Ohio	3,623,529	312,870		1,278,893
Lorain—Elyria, Ohio	974,163	81,657		343,822
Huntington—Ashland, WV—KY—OH	156,198	13,289		55,129
Springfield, Ohio	629,489	56,568		222,172
Wheeling, WV—OH	242,783	22,300		85,688
Hamilton, Ohio	506,118	43,540		178,630
Steubenville—Weirton, Ohio—West Virginia	273,797	23,668		96,634
Mansfield, Ohio	399,275	33,618		140,920
Lima, Ohio	402,758	34,903		142,150
Parkersburg, West Virginia—Ohio	38,950	3,327		13,747
OKLAHOMA				
Governors Apportionment for				
Oklahoma	524,190	44,644		185,008
Lawton, Oklahoma	515,573	43,971		181,967
Fort Smith, Arkansas—Oklahoma	8,618	673		3,042
OREGON				
Governors Apportionment for				
Oregon	1,322,025	114,374		466,597
Eugene, Oregon	792,030	68,511		279,540
Salem, Oregon	529,995	45,863		187,057
PENNSYLVANIA				
Governors Apportionment for				
Pennsylvania	5,505,306	493,958		1,943,049
Erie, Pennsylvania	1,223,790	110,820		431,926
Reading, Pennsylvania	1,185,065	107,535		418,258
York, Pennsylvania	784,243	69,675		276,792
Lancaster, Pennsylvania	717,947	63,238		253,393
Johnstown, Pennsylvania	623,745	55,636		220,145
Altoona, Pennsylvania	583,426	53,051		205,915
Williamsport, Pennsylvania	387,088	34,003		136,619
PUERTO RICO				
Governors Apportionment for				
Puerto Rico	2,505,208	238,687		884,191
Ponce, Puerto Rico	1,292,012	124,059		456,004
Mayaguez, Pueto Rico	538,113	49,662		189,922
Chauas, Puerto Rico	675,083	64,966		238,264

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(Continued)

	APPORTIONMENT BASIS			
	Tier I	Tier II	Tier III	Tier IV
	Operating and Capital Support	Operating and Capital Support	Commuter Rail Operating Support	Bus Capital Support
URBANIZED AREA	Sect. 5 (a) (1)	Sect. 5 (a) (2)	Sect. 5 (a) (3)	Sect. 5 (a) (4)
RHODE ISLAND				
Governors Apportionment for				
Rhode Island	69,115	5,512		24,394
Fall River, Massachusetts—Rhode Island	69,115	5,512		24,394
SOUTH CAROLINA				
Governors Apportionment for				
South Carolina	1,344,935	114,296		474,683
Greenville, South Carolina	851,813	72,774		300,640
Augusta, Georiga—South Carolina	105,033	8,623		37,070
Spartanburg, South Carolina	388,089	32,898		136,972
SOUTH DAKOTA				
Governors Apportionment for				
South Dakota	449,319	39,239		158,583
Sioux City, Iowa—Nebraska—South Dakota	3,805	305		1,343
Sioux Falls, South Dakota	445,513	38,933		157,240
TENNESSEE				
Governors Apportionment for				
Tennessee	1,551,678	130,656		547,651
Knoxville, Tennessee	1,032,767	88,226		364,506
Kingsport, Tennessee—Virginia	313,324	25,713		110,585
Clarksville, Kentucky—Tennessee	205,587	16,716		72,560
TEXAS				
Governors Apportionment for				
Texas	8,947,224	756,907		3,157,844
Lubbock, Texas	779,709	65,824		275,191
Amarillo, Texas	675,139	57,367		238,284
Waco, Texas	551,819	45,020		194,760
Port Arthur, Texas	568,687	47,142		200,713
Beaumont, Texas	564,627	46,718		199,280
Wichita Falls, Texas	537,357	46,098		189,655
McAllen—Pharr—Edinburg, Texas	539,784	47,160		190,512
Abilene, Texas	407,337	32,879		143,766
Texas City—La Marque, Texas	367,826	29,408		129,821
Odessa, Texas	516,767	45,846		182,388
Killeen, Texas	374,060	31,385		132,021
Laredo, Texas	439,588	38,906		155,149
San Angelo, Texas	328,650	27,670		115,994
Galveston, Texas	363,906	31,748		128,437
Midland, Texas	310,103	26,097		109,448
Tyler, Texas	334,427	28,806		118,033
Texarkana, Texas—Arkansas	183,881	15,339		64,899
Sherman—Denison, Texas	270,600	22,442		95,506
Brownsville, Texas	342,704	30,592		120,954
Bryan—College Station, Texas	248,379	20,525		87,663
Harlingen—San Benito, Texas	241,877	19,935		85,368

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AMOUNTS APPORTIONED TO GOVERNORS FOR URBANIZED AREAS UNDER 200,000 POPULATION (DOLLARS)
(Continued)

	APPORTIONMENT BASIS			
	Tier I	Tier II	Tier III	Tier IV
	Operating and Capital Support	Operating and Capital Support	Commuter Rail Operating Support	Bus Capital Support
URBANIZED AREA	Sect. 5 (a) (1)	Sect. 5 (a) (2)	Sect. 5 (a) (3)	Sect. 5 (a) (4)
UTAH				
Governors Apportionment for Utah	1,352,218	114,968		477,254
Ogden, Utah	843,354	72,771		297,654
Provo—Orem, Utah	508,865	42,197		179,599
VIRGINIA				
Governors Apportionment for Virginia	1,814,314	155,304		640,346
Roanoke, Virginia	869,056	74,699		306,726
Petersburg—Colonial Heights, Virginia	559,532	48,122		197,482
Lynchburg, Virginia	364,941	30,737		128,803
Kingport, Tennessee—Virginia	20,786	1,746		7,336
WASHINGTON				
Governors Apportionment for Washington	720,096	61,124		254,152
Richmond—Kennewick, Washington	329,440	26,841		116,273
Yakima, Washington	390,656	34,284		137,878
WEST VIRGINIA				
Governors Apportionment for West Virginia	2,400,576	210,590		847,262
Huntington—Ashland, WV—KY—OH	588,314	53,180		207,640
Charleston, West Virginia	901,265	78,060		318,094
Wheeling, West Virginia—Ohio	352,804	30,683		124,519
Steubenville—Weirton, OH—WV	188,561	15,804		66,551
Parkersburg, West Virginia—Ohio	369,632	32,865		130,458
WISCONSIN				
Governors Apportionment for Wisconsin	3,870,144	343,687		1,365,934
Duluth—Superior, MN—WI	136,695	10,745		48,245
Appleton, Wisconsin	846,784	75,653		298,865
Green Bay, Wisconsin	638,024	53,085		225,185
Racine, Wisconsin	837,959	76,204		295,750
Kenosha, Wisconsin	648,260	59,769		228,798
LaCrosse, Wisconsin—Minnesota	355,553	31,039		125,489
Oshkosh, Wisconsin	406,870	37,191		143,601

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